

## **DRAFT**

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on January 16, 2002 by Charles Solis.

PRESENT: Eric Grinnell  
Ted Halsey  
Jan Hubbell  
Richard Kilmer  
Robert Schultz  
Charles Solis

ABSENT: John Diefenbaker

Also present: Lt. Robert Redmond, Troy Police Department  
Lt. Robert Matlick, Troy Fire Department  
John Abraham, Traffic Engineer

and Item 4 Edward Dolikian, 4438 Cherrywood

Item 5 Ronald Page, 2024 Highbury  
Christine Page 2024 Highbury  
J. R. Shackelford, 2033 Highbury  
Ruth Whedon, 2016 Highbury  
Raymond Whedon, 2016 Highbury

Item 6 Mary Kay Michaels, 4535 Hycliffe  
Ken Michaels, 4535 Hycliffe

Item 7 Stan Blackwell, 2981 Iowa  
Cathy Blackwell, 2981 Iowa  
Dianello Silverio, 2951 Iowa  
Celestina Silverio, 2951 Iowa

## **2. Minutes – November 28, 2001**

Motion by Kilmer  
Supported by Hubbell

To approve the November 28, 2001 minutes as printed.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

**3. Visitors' Time - (Items not on the Agenda)**

No one appeared to address any items not on the agenda.

**Motion to Excuse**

Motion by Halsey  
Supported by Hubbell

To excuse Mr. Diefenbaker as he is out of the City.

YEAS: 6

NAYS: 0

ABSENT: 1

Motion by Kilmer  
Supported by Hubbell

To have a show of hands among the citizens for each item.

YEAS: 6

NAYS: 0

ABSENT: 1

Motion by Hubbell  
Supported by Grinnell

To take Item 5 first as there are more people attending to discuss that issue.

YEAS: 6

NAYS: 0

ABSENT: 1

**5. Install Traffic Signal on John R at Highbury**

John Lawson, 2089 Highbury, requests installation of a traffic signal on John R at Highbury. He says that there is a mile-long backup on John R between 3:30 p.m. and 6:30 p.m. and making a left turn onto John R is very dangerous and difficult. He indicated he has been in near-miss situations while making the left turn. Mr. Lawson also indicated that there are backups on Highbury in the mornings and evenings to get out of the subdivision onto John R Road.

John R Road is a major arterial within the City of Troy with a speed limit of 45 mph. The section of John R between Long lake and Square Lake is 2 lanes wide with no traffic signals carries 17,400 vehicles per day. Highbury, a residential street located

around 1550 feet south of Square Lake, serves as one of the access points to residential developments in the mile section and to the Wass Elementary School located within the square mile, and carries around 2000 vehicles in a day. Average traffic volumes in Troy range between 300 and 5000 vehicles per day. These traffic volumes were compared with the thresholds (warrants) prescribed by the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) and found that some of the minor warrants are met for the intersection; however, the major warrants were not met. Minor warrants deal with delays to side street traffic and would be satisfied for a majority of all side streets that intersect John R, due to the high traffic on John R. It should also be noted that a traffic signal at this location will increase delays and backups on John R. Road, particularly during peak traffic times when compared to the delays presently being experienced.

Traffic signals are normally preferred at half-mile points to facilitate progressive movement of traffic; this intersection is around a quarter of a mile from the nearest signal at John R and Square Lake. A crash analysis indicates that between 1997 and 2000 there were 21 crashes at an average of around 7 crashes per year. There were 9 crashes in the 3 years (average 3 per year) that may have been corrected if a signal were present at the location. It should be noted that a majority of all crashes susceptible to correction by a traffic signal were of the right angle (broadside) type. A majority of the crashes involved northbound vehicles and westbound vehicles westbound (getting out of Highbury) and also happened during the 4:00 PM-6:30 PM timeframe. Specific safety concerns such as these may be addressed by restricting left turns out of Highbury between 4:00 and 6:30 p.m.

The MMUTCD traffic crash warrant stipulates 5 crashes in a 12-month period susceptible to correction by a traffic signal. This section of John R is being planned for widening. The preliminary engineering is in progress at the moment and federal funds for right-of-way acquisition have been allocated for 2003. Construction funds have not been allocated for this project, and can be expected after 2004.

Installation of a signal at this location will also involve upgrading the intersection with dedicated left-turn and right-turn lanes. It has also been documented that traffic signal installation may increase certain types of crashes. Installation of a signal at Highbury will also provide a more convenient egress/ingress point for the residential areas east of John R and may increase traffic on Highbury.

Ronald Page, 2024 Highbury, suggested that prohibiting right turns on red on westbound Long Lake to northbound John R and at eastbound Square Lake to southbound John R might create sufficient gaps in the John R traffic to permit easier ingress and egress to Highbury.

Mr. Halsey asked if prohibiting the right turns on red only during rush hours would be sufficient. After some discussion the Committee concluded that the traffic on

John R is so heavy during peak hours that prohibiting right turns on red at Long Lake and Square Lake would have little effect.

Mr. Halsey pointed out that if a signal were installed at Highbury, everyone in the neighborhood would use Highbury to get in and out of the subdivision, increasing traffic at that intersection. He also mentioned that traffic is just as heavy on all of our two-lane roads. The Committee felt that since traffic on John R during rush hour is stop-and-go, even a signal at Highbury wouldn't create any space for ingress and egress.

Sgt. Redmond lives in the subdivision. He said there really is no safe way to get out of Highbury onto John R during busy times. He also said that the eastbound Square Lake Traffic to southbound John R traffic is so light that prohibiting the right turns on red would not help.

Winston Myrie of the Road Commission for Oakland County, stated that he does not recommend a signal at this location for the following reasons:

1. None of the signal warrants are met when the two lane approach values are applied. We install signals only when there are at least two lanes on each approach to the intersection.
2. The accident data is old and may not be representative of the accident trend at this intersection.
3. This intersection is approximately 1500 feet south of Square Lake Road and does not provide a suitable location to maintain traffic progression on John R.

All citizens attending the meeting were opposed to installation of a signal at Highbury.

Motion by Halsey  
Supported by Grinnell

To recommend not installing a traffic signal on John R at Highbury.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

Motion by Halsey  
Supported by Hubbell

To request that the Traffic Engineer perform a study to determine whether prohibiting right turns at Long Lake and Square Lake would be of any benefit.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

Motion by Kilmer  
Supported by Hubbell

To take Item 7 next.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

**7. Install Parking Restrictions on Iowa**

Ms. Kathy Blackwell of 2981 Iowa (Maple Veterinary Hospital) reported that their development is having some parking concerns on Iowa Street. Ms. Blackwell indicated that semi-trailers, delivery trucks and other vehicles park on Iowa in such a way that their only access to the parking lot is blocked. She indicated that this is not only an inconvenience, but also a safety concern if there were an emergency at their development. Ms. Blackwell requests a no-parking zone on the north side of Iowa Street, from her property east to the end of Iowa Street at Dequindre. Ms. Blackwell also wanted to explore the possibility of designating this part of Iowa as a fire lane. Fire lanes are normally installed on private property for fire department access to buildings. Since Iowa is a public street with standard pavement widths, a fire lane designation may not be applied to the roadway.

Currently the south side of Iowa, the water main side of the street, is a no-parking zone.

Cathy Blackwell advised the committee that the driveway to the Maple Veterinary Clinic is very often blocked by LaBaron's Sports Inc. customer vehicles and by semi-trucks making deliveries.

Mr. Silvario, of 2951 Iowa, said they often block his driveway too. He said the sod that the City contractors put down after the storm sewer project on Iowa has been ruined by trucks running over it.

Lt Matlick said LaBaron's parking lot is large enough to accommodate their own visitors. Mr. Schultz recommended calling the police every time the driveway is blocked, but Mrs. Blackwell said by the time they arrive the vehicle is usually gone. Mr. Solis asked Sgt. Redmond to have someone from the Police Department speak to LaBaron's management. Ms. Hubbell was concerned about emergency situations where pets needed immediate treatment and access to the clinic was blocked.

Ms. Irene Kowalczyk, 2937 Iowa, could not attend the meeting but submitted a letter to the Traffic Engineering office supporting the proposed parking restrictions. She has a difficult time exiting her driveway when LaBaron's has a sale because of sight obstructions caused by large vehicles along the side of the road.

Motion by Hubbell  
Supported by Kilmer

Recommend installation of NO PARKING signs on the north side of Iowa from Dequindre to approximately 300 feet west.

YEAS: 6

NAYS: 0

ABSENT: 1

#### **4. Install Traffic Signal at the Intersection of Beach and Wattles**

Gary and Rosemarie Thommes, 2374 Kingsbury, and Mr. and Mrs. Dolikian, 4438 Cherrywood, have requested installation of a traffic signal at the intersection of Beach and Wattles. They indicate that they have seen several traffic crashes at this intersection. They also report higher traffic on Beach Road, and that it is difficult to turn left from Beach onto Wattles. A traffic signal warrant study was performed for the intersection to determine if the requirements (also called warrants) are met for the installation of a traffic signal. Warrants are State guidelines as described in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

Wattles Road traditionally carries around 9,000 vehicles per day in this section. A count taken September 2001 shows 15,125 vehicles per day (weekdays) with around 1600 vehicles at peak hours. Traffic volumes on major streets in Troy range between 7,000 and 73,000 vehicles per day. Traffic volumes on Beach Road were found to be around 1,500 vehicles per day. Traffic volumes on residential roads in Troy range between 500 and 5,000 vehicles per day. The traffic volumes at the intersection do not satisfy the major traffic volume warrants prescribed by the MMUTCD.

Wattles Road is classified as a minor arterial with a speed limit of 35 mph in the section between Coolidge and Adams. Beach Road is predominantly a residential street near Wattles Road. The east-west leg of the intersection is on a slope and the northeast corner of the intersection has a berm (private—for screening purposes) that may be a sight obstruction to vehicles exiting southbound from Beach Road.

A traffic crash study of the intersection was performed for the time period between July 1996 and June 2001. It was found that there were 7 reported crashes in 5 years, (an average of 1.4 crashes per year), 5 of which could have been prevented if there had been a traffic signal at the location. The MMUTCD warrant stipulates at least 5 crashes in a 12-month period susceptible to correction by a traffic signal. It should also be noted that experience around the country shows that installing traffic

signals at locations where they are not warranted may result in more traffic crashes, particularly of the rear-end type.

Ed Dolikian of 4438 Cherrywood said turning from southbound Beach to eastbound Wattles is especially dangerous as there is a berm obstructing the view. Beach is the only way in and out of the neighborhood, including Schroeder School, south of Wattles. He would like to see at least a blinking red and yellow signal with pedestrian buttons at the intersection during rush hours, school arrival and dismissal hours, and during services at St. Thomas More Church.

Dr. Abraham informed the committee that approaches to signals must be two lanes wide. This would require acquisition of right of way to widen the road.

Mr. and Mrs. Thommes emailed Dr. Abraham that they would be unable to attend the meeting. If the Traffic Committee decides against a regular signal, they asked if a flashing red/yellow signal could be installed at the intersection to warn Wattles motorists that they are approaching an intersection.

Motion by Halsey

Supported by Schultz

To recommend not installing a traffic signal at Wattles and Beach.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

#### **6. Install STOP Sign on Redding at Hycliffe**

Mary Michaels, 4535 Hycliffe, says that motorists on Redding do not realize they have to make a left or a right turn at Hycliffe. They make the turns at high speeds, lawns have been driven over, and utility boxes and a tree in the right of way have been knocked down. She would like a STOP sign installed on Redding at Hycliffe.

Redding runs west from Crooks Road and ends in Hycliffe. Redding and Hycliffe are both low-volume residential roads. Redding carries around 540 vehicles per day, while Hycliffe carries around 400 vehicles per day. There are no significant sight obstructions at the intersection; however, while driving Redding, motorists have to maneuver a curve just before Hycliffe. Low volume residential intersections are normally not signed; at a "T" intersection the approach leg of the "T" has to yield to vehicles on the through section (Hycliffe). A crash analysis showed no reported crashes in the past few years.

Mrs. Michaels mentioned that the intersection is also a school bus stop. Drivers don't realize they are approaching a "T" intersection, and her driveway is directly opposite Redding. In the dark or when the road is snow covered it almost looks like an extension of the road. Drivers turn too late, and have taken out their tree and hit

the utility box twice.

Motion by Schultz

Supported by Grinnell

To recommend installation of a STOP sign on Redding at Hycliffe.

YEAS: 4

NAYS: 2

ABSENT: 1

MOTION CARRIED

Mr. Halsey opposes this motion, as nobody else from the neighborhood came to the meeting to support it. Ms. Hubbell opposes because the warrants are not met.

Mr. Schultz said he would normally oppose it, but supported because of the direct alignment of the road with the Michaels' driveway and the same color pavement.

**8. Install STOP Sign on Enterprise at Robinwood Street.**

Cindy Pennington, 1924 Westwood, requests a STOP sign on Enterprise at Robinwood. Ms. Pennington indicated that she sees confusion at the intersection as to who has the right of way at the intersection.

Enterprise used to be a stub street running north from Maple Road. A residential development at the end of Enterprise opened up the road to Robinwood; today the roadway runs from Maple to Robinwood. Robinwood serves as an access to the residential development in the area and to Morse Elementary School.

Recent traffic counts indicate that Enterprise carries around 280 vehicles in a day, and Robinwood carries around 2000 vehicles in a day. Average traffic volumes on Troy residential roadways range between 200 and 5000 vehicles per day.

Since this intersection has not been in existence for a long time, there haven't been significant crashes at the intersection that may have been prevented by a STOP sign.

A sight distance study showed no significant sight obstructions at the intersection. A fence and one shrub in the southeast corner may pose minor sight obstructions to a motorist.

Sgt. Redmond said that Enterprise is becoming a major cut-through street and traffic is increasing significantly. Robinwood and Enterprise also carry vehicles to and from Morse Elementary School.

Motion by Halsey

Supported by Kilmer



To recommend installation of a YIELD sign on Enterprise at Robinwood.

YEAS: 6

NAYS: 0

ABSENT: 1

**9. Install 4-way STOP signs at the intersection of Newton Drive and Keaton Drive**

Ms. Lori Schussel of 700 Keaton Drive requests 4-way STOP signs at the intersection of Newton and Keaton. Ms. Schussel indicated that she sees near-miss situations at the intersection where vehicles fail to yield right of way. Ms. Schussel also mentioned this intersection is also used by kids and that her children have been nearly hit by motorists.

The two residential roads in question are located in the Bridge Park Subdivision off Crooks Road. Newton runs between Wesley and Bridge Park Drives and Keaton ends west of Newton. Traffic volume on Newton was around 1090 vehicles per day and on Keaton it was around 560 vehicles per day. Average residential road traffic volumes in Troy range between 300 and 5000 vehicles per day.

If stop signs were to be installed at Newton and Keaton, a multi-way STOP would be created. Installation of a multi-way STOP would be warranted under one of the following conditions as per the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

- a. Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.
- b. An accident problem as indicated by five or more reported accidents of the type susceptible of correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.
- c. Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.

The intersection of Newton and Keaton is YIELD controlled with YIELD signs on Keaton. Field observations indicate no significant sight obstructions at the intersection.

A crash analysis of reported crashes between 1996 and 2001 indicates that there were 2 crashes at the intersection. One in 1996 involving a motorist crashing into a parked vehicle on Newton and the other crash involved a vehicle backing into the intersection from Keaton when it was struck by a vehicle proceeding through on Newton. These types of crashes may not be correctible by the use of all-way STOP signs.

None of the warrants were met for STOP signs at this intersection

No one attended the meeting to address this issue.

Motion by Halsey  
Supported by Hubbell

To take no action on this request since the petitioner did not attend.

YEAS: 6

NAYS: 0

ABSENT: 1

### **PUBLIC HEARING**

#### **10. Request for Sidewalk Waiver – 5981 Willow Grove – Section 11**

Phyllis and Larry Goldsworthy are requesting a waiver for the sidewalk at 5981 Willow Grove. They are building a new home which is not in a subdivision. There are no sidewalks existing near this parcel. Petitioners have signed an "Agreement for Irrevocable Petition for Sidewalks."

*The public hearing was declared open.*

No one wished to be heard.

*The public hearing was declared closed.*

#### **Resolution #2002-1**

Motion by Hubbell  
Supported by Grinnell

WHEREAS, City of Troy Ordinances, Chapter 34, Section 8 (D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Phyllis and Larry Goldsworthy have requested a temporary waiver of the requirement to construct a sidewalk on the property line because Willow Grove is already developed with no sidewalks existing.

WHEREAS, the Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a temporary one-year waiver of the sidewalk requirement for the property at 5981 Willow Grove, which is owned by Phyllis and Larry Goldsworthy.

YEAS: 6

NAYS: 0

ABSENT: 1

#### **11. Other Business**

Mr. Schultz mentioned that the new session of the Police Academy starts on Wednesday, February 13. He had signed up for the academy before being appointed to the Traffic Committee, and will therefore be absent from the February, March and April Traffic Committee meetings.

Lt. Matlick said that Equity Drive needs the hydrant side posted. However, Equity is a private street, and fire lanes would be the way to proceed, with the owner installing the signs.

There was discussion of the problem of rush hour traffic blocking driveways to the fire stations, especially Station 4 and Station 2. When traffic is stopped dead during rush hours, traffic has nowhere to go and volunteers can't even get into the stations. He does not believe "Do Not Block Driveway" signs or flashing lights would help.

Lt. Matlick wants fire lanes posted on both sides of Larchwood east of John R to permit access by emergency vehicles. Larchwood is a very small street that runs east off John R road and has presented parking concerns on several occasions. Lt.

Matlick requests fire lane designation for this street to facilitate safer and easier access to fire and EMS equipment.

Information has come to light that this street was vacated on August 6, 1990; therefore, it is private property. The City has no authority to post NO PARKING signs, but can designate fire lanes to permit access by emergency vehicles. Lt. Matlick recommends that, at a minimum, the north side and the east end should be kept clear for fire trucks.

Motion by Solis  
Supported by Kilmer

To recommend installation of fire lanes on both sides of Larchwood, east of John R.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

Motion by Halsey  
Supported by Kilmer

That Mr. Solis and Ms. Hubbell serve as co-chairs for the upcoming year.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

## **12. Adjourn**

The next meeting is scheduled for February 20, 2002.

The meeting was adjourned at 8:55 p.m.